missioners', as far back as 1842, at Edinburgh and other places. The recent experiments were the worst he had ever seen, and had been carried on in a most appropriate place—round the lunatic asylum at Hanwell. Had the question stopped here it would have been bad enough, but they had gone further, and placed themselves in communication with Mr. Tower, of Weald Hall, Essex, to supply him with sewage for irrigation of land at an altitude of 540 feet above high-water mark. They proposed to carry this sewage 16 miles through a 7-inch pipe, at the expense of the ratepayers. Believing it to be the only means to stop this visionary expenditure, he should move that the Sewage Manure Committee be abolished.

Mr. Banfield seconded the motion, for unless (he said) the court supported the committee it would be impossible to go on; and to bring the question fairly before the court he had seconded the motion that the Sewage Manure Committee be abolished. The question led to a most protracted discussion, and Mr. Stone moved, as an amendment,—"That, considering the application of sewage manure to be a subject of invaluable importance to the ratepayers in towns and the agriculture of the country at large, they would be guilty of a neglect of duty in objecting to prosecute inquiries upon it, the court is of opinion that it would be premature to abolish the committee, and therefore requests it to continue its important labours." Carried by a large majority.

Books.

The Churches of the Middle Ages; or, Select Specimens of Early and Middle Pointed Structures, with a few of the purest late Pointed Examples, illustrated by Geometric and Perspective Drawings. By HENRY BOWMAN and J. S. CROWTHER, Architects. Manchester, 1848.

UNDER the above title Messrs. Bowman and Crowther have published three parts of what, if completed in a similar manner, will be a beautiful and valuable work. In their preliminary prospectus the authors said,—"This work is intended to be one of simple and practical utility. It is not the purpose of the authors to enunciate any new principles, or theorize in any way, but simply to give illustrations of entire churches of the purer styles, which, either as wholes, or from the great beauty of their details, will be of service in modern practice. At the same time, plates will be occasionally given of miscellaneous details, selected from other churches, which may not be considered of sufficient value to be given entire. The subjects will be selected principally from the midland and eastern counties, which are known to abound with the finest ecclesiastical structures. The illustrations will consist of geometrical drawings, details, and perspective views. It is unnecessary to add, that every detail and dimension given in the work will be from the most careful measurement."

In carrying out their intention, however, they have gone farther, and have added perspective views.

The churches illustrated in the parts now before us are St. Andrew's, Ewerby, and St. Andrew's, Heckington, both in Lincolnshire; and St. Mary's Chapel, Temple Balsall, in Warwickshire. To the first of these, fifteen plates are appropriated, including an extra plate of the mouldings, *full size*. The perspective of St. Andrew's, Heckington, is a charming specimen of lithography, by Hawkins.

We unhesitatingly recommend Messrs. Bowman and Crowther's work to our readers, as likely to be useful to them. It will consist of twenty parts of plates, and two parts of letterpress, and will form two handsome volumes. We suggest to the authors to confine themselves, as far as possible, to subjects which have not been given.*

Holland's Wages, Miscellaneous, and Haulage Tables; arranged upon a novel and comprehensive Principle. By J. T. HOLLAND, Accountant. London, Bradshaw's Office, 59, Fleet-street.

Tables, adapted to the Use of Builders, Carpenters, Timber Merchants, and others, to facilitate the Casting and Checking of Accounts. By JAMES MORRIS. London, 1849. Miller and Field, Bridge-road.

MR. HOLLAND'S tables will be found of great practical utility by contractors, surveyors, builders, and others in extensive business; for checking day-accounts, too, they are very valuable. They include a series of more than 36,000 calculations under the heads wages, miscellaneous, and haulage. The "miscellaneous" table applies from ¼ to 50,000 of any thing at from ¼d. to 40s. per yard, lb., or foot. The brick haulage from 25 to 100,000; ¼ to 15 miles, at from 1s. 6d. to 2s. 6d. per mile, and so on.

Mr. Morris's tables form a book of less size and cost than the preceding, and mainly refer to planing and sawing. Table 1, for example, shews at one view the cost of sawing any number of planks or deals by dozens and single cuts; Table 2, the cost of planing any number of boards at from 2d. to 1s. 4d. each; Table 3, the number of boards of any length and width required for one square of flooring, roofing, &c., and so on. They seem to be very carefully computed.

The New Testament in Lewisian Short-hand. By THOS. COGGIN. London: Nisbet and Co., Berners-street. 1849.

THIS little book is, perhaps, more curious than useful, although it may serve the purpose of the stenographic student. It is executed in lithography from the neat MS. of Mr. Coggin, who is in the office of the Commissioners of Sewers, and it is dedicated, by permission, to the Earl of Carlisle. We are glad to find the practice of short-hand writing increasing—it is a very useful art.

Miscellanea.

RAILWAY JOTTINGS.—The revenue of British railways, observes a contemporary, cannot now be put down at less than twelve millions a-year—a greater sum than many important political states possess. Two hundred millions of money were expended on them up to the close of last year, and even in the midst of the deep depression of 1848, when commerce was, as it were, in a state of complete collapse, not less than 33,234,818*l.* were expended in railway works. The number of passengers on these "new highways" during the last six months of 1848 was no less than 31,630,292, expending a sum of 3,283,301*l.*; or at the rate of 63,260,584, expending 6,566,602*l.* for the year. In the same half-year, goods, cattle, and parcels were conveyed at the charge of 2,461,662*l.*, or 4,923,324*l.* in the year. The amount of traffic for the week before last on 4,041 miles of railway was 245,550*l.*, being an increase of 19,815*l.* over the corresponding week of last year, when the mileage was 4,091. The average earnings per mile were 50*l.*, whilst last year they were 55*l.* ——The works on the Great Northern line, in the neighbourhood of Huntingdon, are progressing with rapidity. At the crossing of the Ouse, preparations are making for the iron bridge which is to span the river. Messrs. Fox and Henderson, who built the Earith-bridge, have, we understand, the contract for this structure. The plans for the viaduct north of the town have been completed.—— The Cardiff station on the South Wales line will be an extensive one. It will have all the offices and accommodation now found only at stations such as Swindon, Bristol, or Gloucester. Its entire cost will be about 11,000*l.* The framework of the roof and its supporters is to be of iron, while much of the roof itself will be of glass. The station at Neath will also be an important one, on account of the junction with the Vale of Neath Railway. The bridge over the new channel through which the Taff is to be conducted in its passage to the sea (near the town), is in a forward state.——The Berwick Railway-bridge across the Tweed, which has been in course of erection for about two years, it is probable will not be finished for upwards of twelve months. On the south side fourteen arches have been completed, and several others nearly so; but on the north the arches are not nearly so far advanced. The length of the whole will be about a quarter of a mile, and height above the river 120 feet.

PROJECTED WORKS.—Advertisements have been issued for tenders, by 6th October, for the freestone work in restoring Cowbridge Church, Glamorganshire; by 9th, for the construction and erection of boilers, pipes, and fittings for baths and washhouses at Bristol; by 8th, for 30,000 sleepers for the Brighton and South Coast line of railway; by 15th, for the rebuilding of Merrington Church; by 10th, for building an infirmary, with laundry and washhouse, &c., for the St. Olave's union workhouse; by 9th, for rebuilding a house at Southampton; by 3rd, for fifty iron lamp-posts for Mile-end Old-town; by 1st, for three cranes, one to lift 10 tons and the others five each, at Adelphi and Plymouth; by 24th inst., for repairing the Surrey Canal wharf and fences; by 3rd, for best plate iron, and for pitch and tar for the East-India Company; and by 2nd, for Rock-hill, Castle-hill, and Yorkshire paving, gravel, granite, &c., and also for carpenters', smiths', ironmongers', and bricklayers' works, for Camberwell district authorities.

ARCHITECTURAL LECTURES.—The Whittington Club, in the Strand, announce in their new programme two lectures on the "Romance of Architecture and Architectural Practice," by Mr. Wightwick, to be given in November. The syllabus of the second is suggestive:—"Anticipations of the architectural student—His first job—Duties of an architect—What he should know before he begins to practise—What he learns after he has begun—Dramatic illustration of the process of business between the architect and his patron, and his patroness!—End of the beginning—Perplexities of progress—Want of faith in two-feet rules—Disappointments in the new house, because of fond recollection of things in the old—Housemaid's closet *versus* portico—Sir J. Soane and 'guess estimates'—Summary of an architect's labours—'Rough sketches'—'Fair drawings'—Present condition of architectural practice."

INDIA-RUBBER BUFFERS AND SPRINGS have now been introduced, it is said, on upwards of fifty lines of railway, and stood the test of heat and cold, and wear and tear, so as to form a cheap and useful substitute for the old apparatus. Needing no cumbrous extension beneath the waggon or carriage framing, they can be fitted to newly-built waggons, it is alleged, for about 4*l.* 10*s.* a-set, and the wear and tear of the old buffers, estimated on luggage trains at 50 to 60 per cent. on their own much greater cost, thus reduced to 10 per cent. The new material has also been tried for bearing-springs, but has not hitherto come into use as such.

THE QUEEN'S PICTORIAL COMMISSIONER.—The *Limerick Chronicle* states that Mr. Bickham Escott, late M.P. for Winchester (of all men in the world!), has been deputed her Majesty's "pictorial commissioner," to sketch the most beautiful natural scenery and modern cultivation in Ireland, in order that the Queen may make a selection for her visit next year: and that he has been in Limerick on that mission, taking sketches of the picturesque wood and water scenery of Castle Connell.—— Another Irish paper says, that the Queen has commissioned Mr. Deane Butler to prepare plans for a royal residence in Ireland, and that they are now ready. Quick work this, *if* true.

BLIND BUILDERS.—The following is a list of tenders opened on Wednesday for the erection of the Industrial Training Schools for 250 boys. They are to be built for the vestry of the parish of St. Pancras, on the site of the present stone-yard in the workhouse premises. Mr. James Lockyer, architect:—

C. O. S. Robson	£5,935	£	10
Clumanseo and Moultrie	5,716	15	0
James Barr	5,611	0	0
J. Slade	5,569	0	0
J. W. Elliott	5,472	0	0
D. Bodger	5,219	12	2
W. Higgs	4,724	0	0
Thomas Rudkin	4,691	0	0
W. H. Cooper	4,649	0	0
Charles Crain	4,627	0	0
John Glen	4,511	0	0
Carter and Ellis	4,467	0	0
Joseph Yeoman	4,364	0	0
William Dennis	4,350	3	4
B. Homan	4,268	0	0
J. A. Hasler	3,921	0	0
W. Pew	3,901	0	0
W. S. Dove, Milner-square (accepted)	3,862	0	0

* The same authors announce, we observe, another work, as a companion to this.—"Details of Pointed Architecture, practically Delineated; or, Working Drawings of Doorways, Windows, Buttresses, and other features of Ancient Ecclesiastical Architecture, with full-sized Sections of the Mouldings."

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